

WILSON MAY HAVE BROKEN OFF DIPLOMATIC RELATIONS WITH GERMANY ALREADY

After His Conference With Secretary Lansing Over Germany's Declaration of Unrestricted Submarine Warfare On All Sea Traffic, It Became Known That Government Had Begun to Formulate Definite Steps

SITUATION WAS VIEWED WITH GREAT ALARM

No Announcement of the Government's Course of Action Will Be Made Until American Ports And Other Interests Have Been Guarded—Wilson Was Amazed Over Germany's Announcement

Washington, D. C., Feb. 1.—The ruthless submarine warfare inaugurated to-day by Germany brings the United States face to face with what President Wilson has solemnly declared to be the only alternative to recognition of American rights on the high seas—a break in diplomatic relations, with its accompanying grim possibilities.

President Wilson, upon whom lies the burden of determining the nation's course, was alone in his study until a late hour last night with a copy of the German note. Colonel E. M. House, his close friend and constant adviser on foreign affairs, arrived from New York this morning. The president has given no intimation of the trend of his thoughts since he expressed incredulous amazement yesterday when informed of what was coming through an Associated Press despatch from Berlin.

After an hour's conference between President Wilson and Secretary of State Lansing, it became known to-day that the German situation was viewed with extreme anxiety and that the American government already had begun to formulate definite steps. It is regarded as not impossible that action of some kind already has been taken, but there was no indication as to its nature. There were also indications that no announcement of the course of the government would be made until certain steps had been taken through the navy department and the treasury for the safeguarding of American ports and other interests.

The new crisis brings new dangers to the very shores of the United States, where a score or more German and Austrian ships have been laid up since the beginning of the war and where several commerce raiders are interned. Reports of the ships being armed secretly for a dash to the sea or plots to sink them at the wharves or to block American harbors by destroying them in the channels have been under investigation for many months.

This was diplomatic day at the state department, but Secretary Lansing canceled it, and those who asked for him were told he was busily engaged preparing something for the president.

Just before noon, Secretary Lansing, after working alone in his office all the morning, went to the White House for a conference with the president.

American officials are not convinced that Germany's announcement of a campaign of ruthless submarine warfare reveals the entire situation. There have been intimations of dissension between the entente allies, all of which, however, has been officially denied; and there are other circumstances which have come into possession of the American government but are not being disclosed, which give ground for the possibility that the new submarine blockade may be only a forerunner of something else equally startling.

Neither is there any assurance that the new warfare will be confined to changes on the seas. The air of confidence openly expressed at the German embassy is generally interpreted as an indication that the Berlin government is very sure of the success of its plans.

PORT OF NEW YORK SEALED LAST NIGHT WAS OPENED TO-DAY

Customs Authorities Took the Stand That Ships Could Sail at Their Own Risks and Were Permitted to Clear as Usual.

New York, Feb. 1.—After being sealed all night by a cordon of destroyers and coast guard patrol boats, the port of New York to-day was opened by the customs authorities to all incoming and outgoing shipping. The stand taken by Collector of the Port Malone was that ships could sail at their own risks. They were permitted to clear as usual.

While there was no apparent basis for the belief that the closing of the port

last night resulted from information that one or more of the great German liners interned at Hoboken was preparing to make a dash for the open sea, it was significant that a deputy collector conferred last night on the Hamburg-American line dock with the chief of police of Hoboken and representatives of the steamship company. Twenty-four steamships, some of them the largest in the world, owned by German interests, are tied up at piers on the New Jersey side of the Hudson river, while three Austrian vessels are docked at Brooklyn piers. All of them have been under the constant surveillance of United States agents to prevent any violation of neutrality. A neutrality squad was organized more than a year ago under the direction of Mr. Malone.

It has been understood since the beginning of the war that prompt action would be taken if an international situation should arise under which the crews or agents of the steamers might desire to destroy their own vessels.

New York, Feb. 1.—Announcement was made this morning by a representative of the Scandinavian-American line that the sailing of the passenger liner Hellig Olav, booked to leave at 2 o'clock with 300 passengers and cargo for Copenhagen, via Kirkwall, has been indefinitely postponed.

WILL SAIL AS USUAL.

And No Effort Will Be Made to Paint American Line Ship.

New York, Feb. 1.—The American line steamship St. Louis will sail Saturday as scheduled and no effort will be made to paint the ship in conformity with the regulations prescribed by Germany as a guarantee for the safety of vessels

flying the American flag, according to announcement to-day by officials of the International Mercantile Marine, which controls the American line vessels.

SUSSEX NOTE WARNING.

Told Germany That Diplomatic Relations Would Be Severed.

Washington, D. C., Feb. 1.—That portion of the Sussex note defining the future policy of the American government in the event that Germany did not observe the rules of international law aimed to afford protection to non-combatants on the high seas reads as follows:

"If it is still the purpose of the imperial government to prosecute relentless and indiscriminate warfare against vessels of commerce by the use of submarines without regard to what the government of the United States must consider the sacred and indisputable rules of international law, and the universally recognized dictates of humanity, the government of the United States is at last forced to the conclusion that there is but one course it can pursue. Unless the imperial government should now immediately declare and effect an abandonment of its present methods of submarine warfare against passenger and freight-carrying vessels, the government of the United States can have no choice but to sever diplomatic relations with the German empire altogether. This action the government of the United States contemplates with the greatest reluctance, but feels constrained to take in behalf of humanity and the rights of neutral nations."

ENGLAND AWAITS AMERICAN ACTION WITH DEEP ANXIETY

Profound Sensation Was Caused By Germany's Decision and Step By United States Is Expected To Be Important Factor.

London, Feb. 1.—The German declaration of unrestricted war at sea has created profound sensation in England, where it was unexpected. All interest centers on the policy the neutral maritime nations will adopt. The decision of the United States is awaited with the most intense interest, as it is recognized that it will have a strong influence on the other neutrals and be the most important factor in the solution of one of the most serious crises in the war. Officials decline to discuss the question formally at present.

GERMAN FREIGHTER THOUGHT SCUTTLED

The Leibenfels, Tied Up at Charleston, S. C., Since War Began, Refused Aid Offered By Tugs.

Charleston, S. C., Feb. 1.—The German freighter Leibenfels of the Hanas line, which has been tied up here since the beginning of the war, began sinking slowly at 9 o'clock this morning, and marine men believed that she had been scuttled. The belief seemed borne out by the fact that the captain declined the aid of tugs.

"CHALLENGE TO FIGHT TO END," GERMANY ACCEPTS THE DEF

"We Stake Everything and We Shall Be Victorious," Declared Chancellor at War Conference.

Berlin, Jan. 31, via London, Feb. 1.—Chancellor Von Bethmann-Hollweg and the other ministers attended an important session of the ways and means committee of the Reichstag to-day, at which the entire war situation was gone over and new steps planned by the central powers were considered.

The chancellor opened the sitting with a speech, the keynote of which was the words: "We have been challenged to fight to the end. We accept the challenge. We stake everything and we shall be victorious."

READY FOR U-BOATS.

Allies Plan to Meet Germany's Latest Move.

New York, Feb. 1.—Great Britain and her allies are prepared to meet Germany's moves in her submarine campaign, it is authoritatively asserted in shipping circles here. The entente powers were convinced weeks ago that ruthless warfare with undersea boats would be decreed sooner or later, and have known for 10 days that the decision had been reached. The ports of Liverpool and Bordeaux will be kept open at all hazards, British steamship representatives asserted, even if it becomes necessary to convey every merchant ship which crosses the Atlantic.

The first step to be taken by the British admiralty, which virtually controls the merchant fleets of the allies, will be to arm every ship with guns, fore and aft, for defensive purposes, it was predicted.

To meet the emergency which it was confidently expected would arise eventually, the British government has been assembling for months, it was said, a large fleet of small, fast cruisers to be used as "submarine chasers." This type of war craft has proved very effective

against undersea boats, well informed shipping men declared.

Agents of British lines declared the admiralty now has a fleet of 4,000 vessels available to keep the sea lanes clear of raiders and to act as convoys.

The admiralty has so arranged sailings and bookings, it was explained, that they can be changed without delay to meet whatever circumstances may arise. The assertion was made that there would be no interruption in the sailings from American ports of ships flying the flags of the entente allies.

It was considered probable, however, that vessels flying neutral colors will be kept in port until instructions are received from their governments. This is certain to be true in the case of Dutch steamships.

The marked advance in marine insurance rates to-day was considered last night to be inevitable. One-way rates yesterday for American vessels were 7 per cent, while there was a 10 per cent war risk on ships clearing for Mediterranean ports.

KILLED SELF BY JUMPING UNDER WHEELS OF TRAIN

Ernest U. Archibald of Poland, Me., Commits Suicide Near Lewiston—Leg Is Severed.

Lewiston, Me., Feb. 1.—Ernest U. Archibald, 49, of Poland, committed suicide yesterday by jumping under the wheels of a Lewiston-bound train on the lower branch of the Maine Central railroad. His right leg was severed and his body badly cut. He died a few minutes after reaching St. Marie's General hospital.

Dr. George B. Connell, medical examiner, pronounced it a clear case of suicide. The engineer of the train saw Archibald walking beside the tracks. Suddenly he raised his hands and dove onto the tracks. Mr. Archibald has extensive lumber holdings in various parts of the state. He was also known as an owner of fast horses. The cause of his act is unknown.

BOLLING EXONERATED

From All Blame for the "Leak" on the President's Peace Note.

New York, Feb. 1.—Francis A. Connelly yesterday exonerated his partner, R. W. Bolling, a brother-in-law of President Wilson, from all blame for the "leak" on the president's peace note.

Connelly's examination was unfinished when the committee adjourned last night, after having run half an hour over its regular session time in an effort to draw some tangible "leak" evidence from him. He still was eager, apparently to help, but the committee, according to certain members, were somewhat at a loss as to what angle his interrogation should take when it is resumed to-day.

Although Connelly in his resume, a copy of which he had drafted from memory for the committee, the original still being missing, had described the forthcoming note as "a movement of great moment," declared its significance had not impressed him. In proof of this, he said, his books showed he had not acted on the information in the subsequent crash. Their total losses between Dec. 9 and Dec. 23, the so-called "peace period," aggregated \$40,000, according to the testimony of E. F. Hutton, who preceded Connelly on the stand.

It was his desire, Connelly conceded, to make a strong impression on the Hutton firm, as much as anything else, that led him to send the forecast. The message was the only one of its kind which he had sent since he had induced E. F. Hutton & Co. to become his New York correspondent, in August, 1916, when the firm of F. A. Connelly & Co., was organized, he testified.

Touching on Bolling's partnership, Connelly declared that the fact that Bolling was a relative of the president had not influenced him the slightest in inviting Bolling to become a member of his firm. Asked if he had consulted with Bolling in preparing his resume, he asserted that he had not talked with Bolling about the note either on Dec. 20, or any other time until after Bolling had testified before the committee in Washington two weeks ago.

Dispatch of the forecast to New York, Connelly said, followed receipt by him of a "stock flash" from Hutton and company timed 12:57 o'clock, which warned all the Hutton correspondents that a statement "intended to promote peace prospects" was expected from the state department. Connelly further said that he posted this "flash" on his "gossip board" and that great activity followed. Subsequently he heard from the crowd in his office, he said, other "gossip" about the forthcoming statement. Concerning "the flash" the "gossip" and his own impressions of what the note might be, gleaned from the president's Gridiron club speech, he said, he grabbed a piece of paper from the window sill and dashed off the prophetic resume.

After handing the message to the operator on the Hutton firm's private wire he never saw it again and dismissed the matter from his mind, he said, as he was very busy attending to the transactions of his customers.

During the first two hours of Connelly's examination, the throng that crowded the hearing room remained quiet and listened attentively for any startling revelation he might make. At the end of that time, however, the futile efforts of the committee to exorcise Connelly from his story amused spectators and frequently the room was in an uproar of laughter.

BURIAL IN BARRE.

Funeral of Miss Mary A. Crowley Was Held at Graniteville.

The funeral of Miss Mary A. Crowley of East Barre, whose death occurred at the Heaton hospital in Montpelier Tuesday, was held in St. Sylvester's church at Graniteville this forenoon at 9 o'clock, the parish priest, Rev. Joseph Turcot, officiating. The bearers were: Patrick Connor, John O'Boyle, J. P. O'Hagan and T. W. Roark. The body was brought to the cemetery in the Catholic cemetery on Beckley street.

FORTUNES GO IN WILD RUSH

Worst Panic Since the War Started Struck New York Stock Exchange

U. S. STEEL DROPPED BELOW PAR AT ONCE

Cotton and Wheat Markets Also Greatly Upset by Germany's Threat

New York, Feb. 1.—Opening prices on the stock market to-day showed losses ranging from 1 1/4 to 13 points. The wildest rush to sell stocks seen on the New York exchange since the beginning of the war reflected the market's view of Germany's announcement. The wave of selling affected all classes. United States Steel, which closed last night at 112 1/2 below par for the first time in many months.

WHEAT UNLOADED AT BIG DECLINE

Losses at First Quotations Ranged as High as 1 1/2 Cents in Chicago Wheat Pit.

Chicago, Feb. 1.—The wheat market to-day showed opening declines of from 1 1/2 and one-eighth to twelve and five-eighths cents. May wheat sold at \$1.09, according to the first figures posted, and July at \$1.38.

COTTON MARKET DEMORALIZED.

Tremendous Wave of Selling Forced the Prices Down.

New York, Feb. 1.—Cotton broke wide open on call in future markets to-day under the tremendous wave of selling. March contracts dropped 37 3/4 points. This break amounted to more than \$25 a bale. The market was absolutely demoralized.

VERMONT BOY DIED ON MEXICAN BORDER

Private Fay C. Daily Was Member of New Hampshire Field Hospital No. 1.

Deming, N. H., Feb. 1.—Private Fay C. Daily of the New Hampshire field hospital No. 1 died last night of pneumonia. Daily's home was in Perkinsville, Vt., but he enlisted at Concord.

LARRY GARDNER MARRIED.

Vermont Member of Red Sox Took Bride at Winthrop, Mass.

Winthrop, Mass., Feb. 1.—Larry Gardner, third baseman for the Red Sox, and an idol of the Boston fans, was married here last night to Miss Margaret Forney of Winthrop, formerly of Canton, O., at the home of Mrs. Joseph F. Mosser, 73 Bartlett road. Mrs. Mosser is the bride's aunt.

Rev. Charles W. Henry of Andover, former rector of St. John's church, Winthrop, officiated, and eight members of the immediate families were present.

Miss Forney wore a traveling suit. The couple had no attendants.

After the ceremony "Larry" and his bride went away to a Boston hotel, where they had dinner. Their plans are unknown, but it was the opinion at the Mosser home that they will visit Larry's home at Ensbury Falls, Vt.

"Larry" expects, however, to take his bride to the Hot Springs for their honeymoon.

Very few of the baseball player's close friends knew of the wedding, but late last night telegrams conveying good wishes were received from his teammates, one coming, too, from old Capt. "Bill" Carrigan.

Mr. and Mrs. Gardner will make their home in Winthrop, where Mrs. Gardner has lived for six years. Her aunt, Mrs. Mosser, is a cousin of Harry Hooper, one of Larry's teammates of the Red Sox.

RESCINDS ACTION ON FOLWELL.

University of Pennsylvania Athletic Authorities Declare Him Eligible as Coach.

Philadelphia, Feb. 1.—The committee on athletics of the University of Pennsylvania last night rescinded its action in declaring Robert C. Folwell "not acceptable" as head-coach of the varsity football team. After three hours of deliberation, the committee, through its chairman, Dr. Arthur W. Goodspeed, made the following announcement:

"At a meeting of the university committee on athletics, at which various interests were represented, Mr. Folwell being present, it was voted that Mr. Folwell's name be restored to the list of tentatively approved candidates for next year's football coaches."

Folwell was interrogated by members of the committee for 35 minutes.

SMALL OPERATION.

British Report the Capture of 25 Prisoners.

London, Feb. 1.—The following announcement was made last night: "One officer and 24 other ranks were captured by us in the past 24 hours in the new front south of Le Transloy. Early this morning the enemy attempted to rush some of our advanced posts in the neighborhood of Beaucourt and also west of Serre; the enemy's attacks were repulsed in each case."

Dutch Steamer Sunk.

London, Feb. 1.—Lloyd's announces that the Dutch steamer Epsilon has been sunk. The crew were landed.

TWO KINDS OF DAMAGE

Awarded John Hakkanen for Beating By Jacob Jacobson.

After an absence of less than an hour the jury in the case of Hakkanen vs. Jacobson returned a verdict of \$170 and costs for the plaintiff in city court last evening. It was explained by Foreman Thomas Nichols when the jury reported at 6:30 o'clock that the sum of \$170 in the award represented actual damages and that the remaining \$60 was considered exemplary damage. The case, growing out of a fracas in which John Hakkanen alleged that Jacob Jacobson struck him in the face with a beer glass while the pair were draped over a bar, began in the morning and before Magistrate H. W. Scott had delivered his charge, 11 witnesses had been examined. Most of the testimony was in Finnish and two interpreters, Mrs. Fannie Hakkanen and Andrew Mann, found their services of prime importance.

Counsel for Hakkanen sought to show that the attack on the plaintiff was entirely unjustified and Dr. J. A. Wark, testifying in the afternoon, described a mark across the man's left cheek and lower temple region as a permanent scar. The defense endeavored to show Hakkanen in the light of the aggressor and that Jacobson acted in self-defense. Mrs. Hakkanen, the interpreter, was improved as a witness in rebuttal by the plaintiff and when she said that Hakkanen and her husband got along famously, or words to that effect, because both were terribly cross, or something like that, spectators opened their mouths appreciatively.

Witnesses for the plaintiff were: Hakkanen himself, who gave his version of happenings in the saloon on the night of Jan. 6; Peter Pullinen, a countryman; Matt. Evonen, another; Dr. J. A. Wark, who dressed the plaintiff's wounds; Mrs. Hakkanen, improved in rebuttal. The defense led off with Harper Mitchell, the barkeep. Clarence Bartlett and John P. Collette, among those present, next testified and then Jacobson, also present. Waino Lundholm and Mrs. Hilma Vallius were the last witnesses for the defense.

When the verdict was reported, counsel for Jacobson intimated that the case would be taken to supreme court on exceptions. J. Ward Carver appeared for the plaintiff and E. L. Scott and R. A. Hoar were the appearances for the defendant. Damages of \$2,000 were originally sought by Hakkanen.

LIVED IN BARRE 17 YEARS.

Joseph C. Woickelman Had Been in Failing Health Two Years.

Joseph C. Woickelman passed away at his home, 7 Beckley court, this morning at 2:20 o'clock. He had been in failing health for the past two years. Mr. Woickelman is survived by his wife, who was Mrs. Fannie Blondin, to whom he was married in Barre seventeen years ago; a son, Francis Woickelman; and two step-children, Mrs. Oliver Lesperance and Edward Blondin, both of Barre. He was born in Quebec May 14, 1861, and came to Barre in 1900. Here he learned the stone polisher's trade and was employed continually in the Barre granite district for fifteen years. He was a member of the Independent Order of Foresters and the polisher's union.

Arrangements for the funeral are held in abeyance pending receipt of tidings from several out-of-town relatives who were notified of Mr. Woickelman's death to-day.

FEAR MAN WAYLaid.

Ernest Beacham Has Been Missing Since January 11.

Ossipee, N. H., Feb. 1.—A searching party, instigated by Elmer Beacham, a brother of Ernest Beacham, and led by former Sheriff M. L. Johnson, has devoted the past two days to scouring the East Wolfboro section in an effort to find Ernest Beacham, who has been missing since Jan. 11. That was the last day he was seen alive. It is feared that he has been waylaid, robbed and left to die.

On Jan. 9, Beacham, who is a former selectman and a prominent lumber and real estate dealer, left Ossipee for Rochester to buy a racing horse owned by Frank M. Smith. He made the purchase on Jan. 11, left Rochester in a sleigh to drive over the Dover road. The following day the horse, stiff with cold, was found in the yard of James Whittier at East Wolfboro. Beacham, the sleigh and part of the harness were missing.

It is a well-known fact that Mr. Beacham always carries a considerable sum of money about his person and has a large bank account at the Rochester Banking & Loaning association. The check tendered in payment for the horse has been returned to the bank as paid. He is 38 years old and unmarried.

CARS DISLODGED MILL.

Unusual Performance Done at Warren, N. H., by Runaways.

Warren, N. H., Feb. 1.—A thorough freight, Boston-bound, plowed into the center of this quiet little town yesterday, playfully moving a large grist mill into the middle of the main street and piling itself in sections along the foot of a 16-foot embankment. The runaway snapped several telephone and telegraph poles, thus effectually severing all connections with the outside world. No one was injured.

A broken flange on a car near the middle of the long train caused the splitting of a switch on the town hall siding. The car proceeded on its way to Boston. A few feet farther on, the engine was pulled from the track by the sidetrain and plunged down the embankment into the grist-mill of E. E. Smith & Co. The building, a story and a half in height, was lifted from its foundations, turned completely around and planted squarely on the town's main thoroughfare.

Rail communication north and south was interrupted for several hours.

Attention, Union Men!

A mass meeting of the union men of Barre will be held in the carpenter's hall, Nichols block, Friday evening, Feb. 2, at 7:30 o'clock. Business, to see what action will be taken in the forthcoming municipal election. All union men welcome. Per order of the Central Labor Union of Barre and Vicinity. Alex. Ironside, president; Angus McDonald, secretary.

RANDOLPH CT'R. SCHOOL SAFE

House Unanimously Adopts Resolution Favoring Two Agricultural Schools

SOME SPEAKERS SUGGEST MORE

House Passed Bill Calling for Special Elections of U. S. Senators

A special election, to come to be designated by the governor for the purpose of filling a vacancy in the office of United States senator, was provided for by House bill 26, which passed the House this morning. The measure removes the power now held by the governor to appoint in case of an existing vacancy and was introduced by Mr. Cudworth of Londonderry.

There is little likelihood of the general assembly passing any act or resolve abolishing either of the two agricultural schools, for the House this forenoon adopted unanimously the resolution presented yesterday, placing the present legislature on record as favoring the maintenance of the schools at Randolph and Lyndon and increasing the equipment and efficiency of the institutions. Adoption of the resolution followed after 30 minutes of oratory, every speaker being emphatically in favor of continuing the support of the two schools, and several of the speakers, including Mr. Metzger of Randolph and Mr. Fenton of Rutland, suggested that it would be a better move to establish more agricultural schools, the former stating that it would be of advantage to the state to place a third school in another section of the state. Mr. Metzger believed the keeping up of the little red schoolhouse and the development and splendid work of the agricultural schools should be encouraged and enlarged. Mr. Marot expressed the hope that in two years hence there would be two more schools.

The Senate ordered to a third reading the Dunton moving picture measure, prohibiting the exhibition of unfit moving pictures, it being amended, upon recommendation of the committee, so that a person who exhibits to the public moving pictures which are obscene or immoral or presents an obscene or immoral show, vaudeville or entertainment, shall be imprisoned not more than three months, fined not more than \$200, or both. The other move bill, regulating the attendance of children at moving pictures, was rejected, being adversely reported. The bill as originally drawn would have prohibited children 15 years of age or under from attending such shows unless attended by parent or guardian.

The Senate committee on state institutions explained that it did not wish to report on the bill S. 27, creating a director of state institutions until the committee had had an opportunity to visit the state school for feeble-minded at Brandon and was granted an additional 10 days in which to consider the measure before reporting.

Bills Introduced in Senate.

By Senator Adams of Orleans, an act to amend Sec. 338 of the public statutes relating to the annual meeting of the Vermont Dairymen's association and premiums awarded for exhibits. (Association shall hold annual public meetings of at least two days' duration and premiums to an amount of not less than \$200 shall be awarded for the best exhibits of dairy products.) To agriculture.

By Senator Adams of Orleans, county (by request), an act to amend Sec. 1 of No. 163 of the acts of 1913 relating to demurrage charges; providing for the fixing of free time by the public service commission. (Gives commission power to fix time limit before railroad can begin to collect demurrage charges.) To committee on corporations and franchises.

By Senator Eddy of Windham, an act levying a tax on the county of Windham for the purpose of paying indebtedness contracted in repairing the Windham county jail. (Tax of four cents on the dollar of the grand list of 1917 assessed.) Referred to a special committee of senators from Windham county.

By Senator Fairchild of Franklin, an act to give the right of appeal from the probate court to the supreme court in certain cases. (A person interested in an order, sentence, decree or denial of a probate court involving only a question of law may take an appeal thereon directly to the supreme court in the manner provided in cases of appeals from the court of chancery.) To judiciary.

By Senator Eddy of Windham, an act to amend Sec. 5329 of the public statutes as amended by 221 of the acts of 1910, relating to inquests. Provides that judge of a municipal city court may institute upon written application of the state's attorney and conduct an inquest upon any criminal matter under investigation by the state's attorney. To committee on judiciary.

Bills Introduced in House.

By Mr. Hall of Isle La Motte, an act to amend Sec. 1917 of the public statutes, relating to instruction of advanced pupils. Provides that each town shall maintain a high school or shall furnish higher instruction for its advanced pupils at a high school, seminary or academy to be selected by the parent or guardian of the pupil within or without the state; each town to pay the tuition of such pupils provided the same does not exceed \$3 per school year, unless a town votes to pay more. Education.

From the general committee, a substitute for H. 18 and H. 20, an act relating to vehicles on wheels carrying lights at night on public highways. (Provides that every vehicle on wheels whether stationary or in motion on a public highway shall have attached to it a light so displayed as to be visible from front and rear from 5 minutes after sunset to 45 minutes before sunrise; excepts vehicles

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